

MONTANA AERONAUTICS COMMISSION



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November, 1965

MAC DIRECTOR RECEIVES FAA'S DS AWARD

Charles A. Lynch, Director of the Montana Aeronautics Commission has received the Federal Aviation Agency Distinguished Service Award. Mr. Lynch, one of six recipients ever to receive the award was nominated by the FAA Central Regional Director Edward C. Marsh based on recommendations by FAA personnel in Montana.

The citation reads:

**FEDERAL AVIATION AGENCY
AWARD FOR DISTINGUISHED
SERVICE
to
CHARLES A LYNCH**

For his skillful and successful efforts in solving a variety of aeronautical problems in the State of Montana with a series of practical programs, not only improving aviation progress in his own state but rendering a significant service to flight safety throughout the United States. Washington, D.C. William F. McKee
September 1965 Administrator

The Award Certificate and medal were presented to Director Lynch by Mr. Marsh at a luncheon held in his honor on October 20 in Helena. Those attending the luncheon were: Ted James, Acting Governor for the State of Montana; Charles A. Lynch; Edward C. Marsh, Director Central Region FAA, Kansas City; Lyle K. Brown, FAA Area Manager; Floyd Emanuel, Minneapolis Airway Facilities Branch. FAA personnel from Great Falls were Loren Foot—Rapcon; Lee Ward—Flight Service Station; Bud Majerus—Tower and Jack Koehler — Systems Maintenance. From the GADO office here in Helena were: Arthur Kurth; Lee Mills and Tom Spencer. Attending from the combined Flight Service Station and Tower, Airport Division and Systems Maintenance were: Charles Story, Lyle Connor, Lud Hodge, Jim Taylor, Ralph Ennis, Vic Kiesling, Keith Watkins and John Donald. From the Helena City County Airport Board were: Joe Flynn, C. E. "Sandy" McPherson and Bud Kelleher. Montana Aeronautics Commission Member Clarence Anthony and from the staff of the MAC were James H. Monger, Jack Wilson, Worthie Rauscher, Vern Moody and Jerry Burrows.

Mr. Lynch was particularly lauded for his efforts in promoting a number of educational courses in Mon-



Director Lynch accepting his Award Certificate from Mr. Marsh.

tana, several of which were United States firsts—and his work in airport development and improvement in Montana.

Speaking of his award Mr. Lynch stated: "I can't possibly express my pleasure in receiving this award, it is certainly the highest individual honor I could possibly receive. I must also express my appreciation to the many individuals, agencies and organizations and our Montana Aeronautics Commission for it was with their combined support and sincere interest in aviation that I achieved eligibility for this distinguished service award."

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of the

**MONTANA AERONAUTICS
COMMISSION**

Box 1698

Helena, Montana

Tim Babcock, Governor

Charles A. Lynch, Director

Walter Hope, Chairman
Carl W. (Bill) Bell, Vice Chairman
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CHANGES IN PILOT RATING REQUIREMENTS ANNOUNCED BY FAA

New pilot rating regulations aimed at matching pilot skills to the complexities of modern high performance aircraft were announced today by the Federal Aviation Agency.

Primary purpose of the new rules is to insure that a certificated pilot is fully qualified to serve as pilot-in-command of an aircraft which handles differently from aircraft in which he has acquired his flying experience.

Under the new rules, which become effective December 16, 1965, pilots will be required to hold a type rating to act as pilot-in-command of any large aircraft (12,500 pounds or more) regardless of type of operation. Current rules require the pilot to be type rated for a large aircraft only when passengers are carried or when the flight is for remuneration. He is not required now to hold a type rating when persons other than passengers are carried, such as crewmembers, or when the plane is flown solo.

After March 31, 1966, pilots-in-command of small turbojet airplanes also will be required to hold a type rating for any type of operation in such planes. There are no specific current rules covering pilot certification to fly small jets, such aircraft having been introduced in service only recently. The advance date is intended to give pilots involved sufficient time to prepare for necessary flight tests.

A similar change is the require-

ment for a category and class rating by a pilot-in-command of a small piston aircraft when other persons are aboard or when operating for compensation. Current rules require these ratings when passengers specifically are carried, not any other persons, such as crewmembers.

Also, before flying a small piston aircraft solo, the new rules call for an unrated pilot to have prior flying experience in that category and class aircraft or perform a minimum of three takeoffs and landings while accompanied by a rated pilot. The unrated pilot will have to be sole operator of the controls on such familiarization flights.

Under current rules, any certificated pilot who does not hold a rating for a small aircraft could fly it solo without having to meet any prior experience requirements for that category and class aircraft.

There are four broad categories of aircraft: Airplane, rotorcraft, glider, and lighter-than-air. Each category is subdivided by class, except for gliders, which are not class-rated. In the airplane category, the classes are single-engine land, multi-engine land, single-engine sea, and multi-engine sea. The rotorcraft category has only two classes—helicopters and gyroplanes. The lighter-than-air category also has two classes—airships and free balloons. Type of aircraft refers to specific make and basic model, such as the Douglas DC-3, Convair 440, etc.

Pilot certificates indicate the category, class, and type rating, as the case may be, which the pilot holds.

Under the new rules, if a pilot were carrying persons in a small single-engine landplane, for example, he will be required to hold a category rating for airplanes and a class rating for single-engine land. Under the new solo requirements for small aircraft, a pilot rated in airplanes only wishing to solo in a helicopter, for example, would have to acquire experience in a helicopter before making a solo flight in it because the helicopter is in a different category than airplanes.

The new type rating requirement for all large aircraft operations will give crewmembers in particular the same assurance of flying with a qualified pilot-in-command as now afforded regular passengers. Flights carrying crewmembers only are generally those conducted for training,

checking out equipment, or hauling cargo which may, in addition to crewmembers, require cargo attendants.

While solo flight in large aircraft not involving compensation is not common, the new type rating requirement will provide persons and property on the ground a measure of protection against a potential situation involving the operation of a large aircraft by an unrated pilot. This could be of great importance in operations over congested areas particularly.

The notice of proposed rule-making which preceded the new rules contained a proposal for pilots to have a flight check by a flight instructor or an FAA inspector in each type of complex aircraft flown and have the check recorded by the examiner in the pilot's logbook. This proposal was not written into the final regulation and is receiving further study by the FAA.

Several additional changes are reflected in the new rules, which are based on Notice No. 64-42 issued September 16, 1964, and on comments in response to the notice, including provision for FAA Flight Standards District Offices to authorize deviation from some of the new rules when compliance would be impractical.

WESTERN AIRLINES ANNOUNCES NEW DIRECT AND CONNECTING SERVICE

Effective October 31, 1965

TO LAS VEGAS

FLIGHT NO. 23: Leaves Great

Falls 3:35 P.M.

Leaves Helena 4:12 P.M.

Leaves Butte 4:46 P.M.

FLIGHT NO. 50: Leaves Bil-

lings 2:02 P.M.

(Connects with Flight No. 23 in Great Falls)

FLIGHT NO. 23: Arrives

in Las Vegas 8:10 P.M.

TO SAN FRANCISCO

FLIGHT NO. 23: To Salt Lake—Take Flight No. 675

Arrive San Francisco .. 7:35 P.M.

TO LOS ANGELES

FLIGHT NO. 23: To Las Vegas — Take Flight No. 217

Arrive Los Angeles 9:46 P.M.

FLYING FARMERS ELECT C. GREENING PRESIDENT; L. HANSEN NEW QUEEN

Clay Greening of Laurel was elected President of the Montana Flying Farmers and Ranchers at their annual convention held in Billings on October 1, 2 and 3. Henry Wood, Gildford, was re-elected Vice-President and Mrs. Ed (Martha) Baldwin of Polson, Secretary. Directors named are D. K. Shaules, Ballantine, and Clarence Anthony, Helena. Lauletta Hanson of Fort Benton was Crowned the new Queen.

Friday evening an informal get-together was held with music provided by Earl Wilson, Leonard Sorenson and Margie Sorenson. There was square dancing, entertainment and a real fun time!

Saturday A.M. the business meeting was capably conducted by Vice-President Henry Wood as out-going President Earl Keister was unable to attend. Montana Aeronautics Commission Director, Charles Lynch, was the featured speaker for the morning session followed by introductions of David Martens, International Secretary from Fairview, Oklahoma; Region 7 Director Ken Liggett of Limon, Colorado; International Queen Ruth Wilson, Nottingham, Pa.; and International Duchess Lorraine Gabel of Maupin, Oregon. Tom Herrod gave an interesting talk on Pilot Instruction, a resume from student certificates through airline ratings.

The main resolution passed during the business session was the Montana Flying Farmers urging the Congress of the United States to pass the necessary legislation eliminating the after hours and holiday aircraft special overtime rates at crossing inspections at all international airports. Election of officers was held.

Mary Jo Janey, Aviation Education Supervision for Montana Aeronautics Commission was the guest speaker at the ladies noon luncheon. Mary Jo told the extent of the Aerospace Education Program in our schools today.

The Banquet attended by over 50 persons was held in the Holiday Inn with Fritz Lueneburg, Supervising Inspector, FAA District Office in Billings, the featured speaker. Jerry Ford, Gillis Aviation, Master of Ceremonies and Inez Daggett from Laurel



Flying Farmer's New Officers and Special Guests: (seated) Martha Baldwin; (standing, left to right) Henry Wood, Dave Martens, Clay Greening, Ken Liggett.

sang several lovely renditions from the King and I.

An array of Flying Farmer Royalty attended from points all over the United States. In addition to the International Secretary, Queen and Duchess there were: Queen Hope Bressler of Bird City, Kansas; Queen Anna Jean Green of Fowler, Colorado; Queen Jackie Slack of Sheridan, Wyoming; Queen Delores Myers of Onida, South Dakota; Queen Lil Peterson of Milo, Alberta Canada.



Queen Lauletta receiving the Cessna Trophy from John Lynch. (Standing) Duchess Lorraine, Queen Ruth and Queen Eleanor.

Several former queens and the visiting queens assisted out-going Queen Eleanor in the impressive Coronation ceremonies as Lauletta received her crown and cape. Mr.

John Lynch, Lynch Flying Service, made the presentation of the Cessna Aircraft's Queen trophy.



Convention Speakers—Mary Jo Janey and Fritz Lueneburg.

Various individuals and companies in the Billings area donated a variety of wonderful door prizes.

The convention was truly a success and a hearty "well-done" goes to the committee—Clay and Eleanor Greening; Ed and Martha Baldwin and John Lynch and all those assisting them.

WEST YELLOWSTONE REPORT as of September 30, 1965

Scheduled Service	Month	Year to date
Passengers (on and off)	995	8,953
Mail, Lbs.	272	3,581
Express, Lbs.	61	454
Airfreight, Lbs.	1,939	7,208

AIRCRAFT TRAFFIC MOVEMENTS

Scheduled Airlines	58	530
Private Aircraft	259	2,665
Military Aircraft	0	26

A CASE IN POINT

By Charles A. Smith,
Commission Attorney.

"AIRPLANE CRASH — WRONGFUL DEATH"

A passenger while riding as a guest in an airplane, was killed when the airplane in attempting to take off crashed into a building adjacent to the airport runway. In an action for wrongful death, the administrator of the decedent recovered a verdict and judgment of \$10,000 against the pilot, hereinafter referred to as the defendant, who appealed this decision to a State Supreme Court of Appeals.

The defendant had rented an airplane and had invited the decedent to make an airplane trip with him. By the time the baggage was loaded on the airplane it was dark, some ground fog was rising and visibility was not more than half a mile. The defendant was warned by the manager of the airport that "the ground fog was moving in and that it looked like it was going to be rough." The defendant taxied the airplane to the north end of the field intending to take off in a southerly direction. The runway was about 3,000 feet long, 300 feet wide with lights 100 feet apart marking the lateral boundaries. Only the alternate runway lights were then burning.

The defendant, who was not familiar with the landing field, had been told that the surface along the eastern side of the runway, that is, to his left, was more suitable for a take-off. Before starting down the runway for the intended take-off he lined his course by what he thought were two boundary lights marking the eastern edge of the runway to his left. He revved up the engine and had gone about 400 feet down the runway on the intended take-off when the airplane without leaving the ground, ran beyond the side lines of the runway and struck an unlighted power house which stood about 26 feet east of the eastern line of the runway. It turned out that the defendant had not started his take-off straight down the runway and that one of the lights by which he had set his course was not, as he thought, a boundary light on the runway but was a light in a dwelling located beyond the eastern line of the runway and near the power house with which the airplane had collided. After the impact the de-

fendant observed, for the first time, that fog had collected on the windshield, obscuring his vision and preventing his seeing the building. In the collision the passenger sustained injuries which shortly thereafter caused her death.

The defendant argued that in an airplane accident resulting in the death of a guest passenger, the ordinary rules of negligence do not apply and that an analogy should be made to the automobile guest statutes. The automobile guest statutes require a showing of **gross** negligence in order to hold a driver liable for injuries to his guests.

In answer to this argument, the State Supreme Court of Appeals noted that there are obvious and marked differences between transportation by automobile and by airplane and the hazard and risk incident to each. What would be slight negligence in the operation of an automobile might be gross negligence with disastrous results in the operation of an airplane. A guest displeased with and alarmed at his host's negligent operation of an automobile may get out and take to the highway on foot. A guest in an airplane has no such election, but must suffer the consequence of his host's negligence which is frequently fatal. Accordingly, the State Supreme Court of Appeals held that because of these and other differences in the two modes of travel and the incidental hazard and risk involved, the principle requiring a showing of gross negligence in defining liability of a host to his guest traveling by automobile should not be applied to travel by aircraft.

Thus, the State Supreme Court found that the jury was properly instructed in the lower court that the defendant owed his guest "the duty of exercising ordinary and reasonable care to avoid injury to her, that is, the same degree of care for her safety which would be required of any reasonably competent and prudent airplane pilot with regard to guest in his plane." For these reasons the judgment appealed from, was affirmed.

DID YOU KNOW THAT

Military aircraft of World War I were of European manufacture. Not one American built plane reached the front before the armistice was signed.

IS YOUR AIRCRAFT LEGAL??



I'm Legal! ! ! !

MAC's 9995X is shown with the new number marking.

Regarding Registration and Nationality Marks—Effective January 1, 1966. (Refer to: FAA Reg. 45.25—45.27 and 45.29.)

NOTAMS:

Great Falls (International)—Note the present hazards and areas of non-visibility at the Great Falls International Airport.

Military jet arresting barriers are operated on each end of runway 03 and 21. Barrier cables across the paved overrun on approach end of Runway 21, still constitute a hazard to light aircraft. During the winter months when snow cover and freezing conditions exist, the jet barrier will be left in a raised position, on the departure end of the active jet runway (03 or 21).

Due to non-visibility, the tower is unable to observe traffic and to provide traffic information in the following areas: Portion of the close downwind, left base and low final approach to Runway 21. Portion of right base to Runway 25. Runway 11-29 is closed to all operations.

West Yellowstone—Yellowstone Airport, West Yellowstone, Montana will have no aviation facilities from October 9, 1965 until May 1966. All airport lights are off for the winter. The field is open to wheel traffic as long as weather permits. There will be no snow removal. The Terminal Building is closed. Airport will be open to ski equipped aircraft all winter at pilots discretion, daylight hours only. Pay telephone on field, but the airport will not be attended until next May.

ATTENTION: FLIGHT INSTRUCTORS AND STUDENT PILOTS !!

Effective September 26, 1965, FAR Part 61 has been amended to provide for the periodic expiration and renewal of Flight Instructor certificates. Your present Flight Instructor certificate will expire at the end of the month containing your birthday following September 1966. So, if January is your birth month your Flight Instructor certificate will expire January 31, 1967. It can be renewed by passing the flight test; however, prior to expiration it may be renewed without the flight test at the discretion of the FAA administrator. Therefore, each Flight Instructor should keep his individual expiration date firmly in mind and apply for a renewal well in advance of the expiration date. All renewed certificates, and all new certificates, have a duration of 24 calendar months.

Previous student limitations are still in effect; no passenger carrying, no international flights, no flight for hire nor in furtherance of a business, and none in aircraft other than make and model endorsed on the back of the student's certificate. A student who has not flown powered aircraft solo in 90 days must still get a check out from an instructor and it must be endorsed in his log book. In addition, a student flying airplanes or rotorcraft must demonstrate to an instructor, and have it endorsed in his log book, that he is competent to solo such aircraft each 90 days. This means that a student pilot can no longer stay current merely by flying solo every three months. He must now have a dual period in the past 90 days before going solo.

Prior to operating an airplane or rotorcraft in solo cross country flight, a student must have his preflight preparation and planning reviewed by an appropriately rated flight instructor and the instructor must endorse this in the student log book. The student then must carry the log book on the cross country flight. This must be done before each solo cross country, except for one less than 50 miles over which the instructor has supervised the student both ways, and endorsed the student's log book for the route.

When a student pilot has met the

experience requirements for a private pilot certificate as contained in FAR 61.85 the instructor, at his discretion, may endorse the student's log book to the effect the student is competent to make solo flights without the mandatory periodic 90 day check. The instructor may also, under the same conditions, endorse the student's log book as to his competency to exercise solo cross country privileges without an instructor's supervision. However, if the student pilot has not acted as pilot in command of a powered aircraft within the preceding 90 days he still must pass a flight check given by a certified flight instructor prior to flying solo.

The day of the professional student who could obtain two endorsements on his certificate and fly without supervision for four years, is over, as long as the flight instructors do not treat their responsibilities lightly. The only way a student pilot can now operate cross country without the instructors supervision and guidance is with the instructor's permission, and certainly no conscientious instructor would endorse log books indiscriminately. If the student has the experience required for a private certificate under FAR 61.58, wouldn't it be better for the instructor to put his name on a form 355 and send a student up for a flight test rather than endorse his log book and encourage him to continue operating as a student?

Each rated flight instructor is encouraged to read the new Part 61 of the Federal Air Regulations, and each instructor should also obtain Advisory Circular 61-26 which was effective September 23, 1965. This Advisory Circular not only contains most of the meat of FAR Part 61, but also gives samples of endorsements for the student log books.

Any questions or problems that should arise should be taken up with the general aviation district office in your district.

STATISTICS

61/37
47/21
52/20

	Accidents Total	Fatalities
1964 Total	61	37
'64 as of this date ..	47	21
'65 as of this date ..	52	20

ELSIE CHILDS ELECTED 99'S CHAIRMAN

Elsie Childs, Helena, accepted the Chairman's gavel from out-going officer Elsie Johnson of Missoula, at the Ladies 99's meeting held in Helena on September 25th.

Other new officers are Luella Nelson—Great Falls, Vice-Chairman; Helen Dunlop—Helena, Secretary; and Pearl Magill—Glasgow, Treasurer.



Elsie Childs—new 99's chairman.

A report was given on the convention held in Medford, Oregon, recently, which seven members of the Montana Chapter attended; Mary Jo Janey—Helena, Elsie Johnson—Missoula, Elsie Childs—Helena, Laullette Hansen—Fort Benton, Karin Ribi—Hamilton, Pat Roemer—Missoula and Jimmie Kuhn of Missoula. They reported that several excellent suggestions and project ideas were obtained through the meetings.

One fund raising idea brought home and already practiced by our Montana group at their October meeting in Hamilton, was spot landing contests. Each member is assessed 1¢ per foot for under or over shooting the line and all fees go into the Club's treasury. Pat Ecton paid the kitty the least amount by being only 3 feet beyond the line—one member paid 90¢ while all others anted in the \$1.00 maximum.

Two of the Chapter members have recently obtained their Multi-engine ratings—Mary Jo Janey of Helena and Joy Lueck of Missoula. The Montana 99's members hold an array of certificates and ratings of which they can be proud.

Montana Aeronautics Commission extends very best wishes to the new officers for the coming year!

"F & E PROJECTS"

The following is from a report of the Federal Aviation Agency, prepared by their Program Management Staff.

VORTAC — CONVERSION OF EXISTING VOR'S

(Dates are Est. TACAN Commissioning)

Butte, Montana—Sept. 1966
Cut Bank, Montana—June, 1966
Helena, Montana—August 11, 1965

TVOR — ESTABLISH

Kalispell, Montana—Nov. 1965

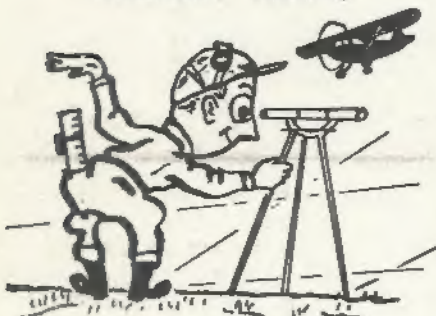
RELOCATE ATC TOWERS

Great Falls, Montana—Mar. 1967

VHF/UHF DF — ESTABLISH

Butte, Montana—Defer for off airport remoting
Great Falls, Montana—Sept. 1965
Missoula, Montana—Defer for off airport remoting

AIRPORT NOTES



By James H. Monger,
Assistant Director, Airports.

Broadus. On October 20 the bid opening was held for the construction of the new General Aviation Utility Airport in Powder River County at Broadus. Three bids were received and opened and the contract was awarded to the low bidder who was Stephan Kenney, Contractor from Hardin for a total price of \$19,680. Construction on the new Broadus airport will commence immediately and will be completed this fall weather permitting.

Hysham. Engineering is now underway on a location for a new general aviation airport two miles east of Hysham in Treasure County. It is hoped that land acquisition and total engineering can be completed this winter and airport construction be completed by mid 1966.

Libby. The preliminary study for the new airport at Libby has been

completed by Wenzel and Company, Consulting Engineers from Great Falls and submitted to the Lincoln County airport commission. The preliminary report is now under study by the airport board and it is expected that with a few minor revisions the study will be accepted and placed into final engineering with a bid opening next Spring.

Lincoln. The new VRF airport at Lincoln, Montana in Lewis and Clark County is now completed. The runway is paved 4,000 feet in length and 75 feet in width. All pilots are urged to check NOTAMS at their local Flight Service Station on this airport for fall and winter time operations. It is undetermined at this time whether or not snow removal will take place on the Lincoln airport.

Benchmark. The new \$300,000 airport located approximately 30 miles west of Augusta.



Benchmark Airport on October 7, 1965 — 25% completed.

Kalispell—City Field. A meeting will be held in Kalispell on November 3 at which time three service clubs and the local Chamber of Commerce will discuss the possibility of improving the City airport at Kalispell.

Yellowstone Airport. The airport at West Yellowstone now has a NOTAM on it for fall and winter time operations.

The NOTAM reads as follows:

Yellowstone Airport, Yellowstone, Montana will have no aviation facilities or attendant from October 11 until May of 1966. The airport lights are off for the winter, the field is open to wheel traffic as long as weather permits. There will be no snow removal. The Terminal Building is closed, the airport will be open during daylight hours only to ski equipped aircraft all winter at pilots discretion. Pay telephone is located on the airport.

White Sulphur Springs. A meeting was held on October 19 with the Town Council and County Commissioners at White Sulphur Springs. The joint airport board from the city and county has agreed to take over this airport from the Montana Aeronautics Commission. The entire airport perimeter will be fenced early next Spring. The city and county will now assume all responsibilities for maintenance and administrations for the White Sulphur Springs airport.

Letters to the Director

Gentlemen:

At the request of the members of the Blaine County Airport Commission, I am enclosing a copy of a resolution adopted by the commission on October 13, 1965, and which provides for the naming of the Harlem Airport as the "Riggin Memorial Airport of Harlem" in memory of Guy Riggin.

Very truly yours,
B. W. Thomas
Secretary of Blaine County
Airport Commission

Resolution:

Whereas, Guy Riggin during his lifetime was active in the promotion of aviation in Blaine County and the State of Montana, and played a prominent part in the establishment of the airport of Harlem, and

Whereas, Guy Riggin served many years as a member of Blaine County Airport Commission, of which he was a member at the time of his death, and

Whereas, the City Council of the City of Harlem and the Blaine County Airport Commission have agreed that Guy Riggin is entitled to a memorial appropriate to his interest in aviation,

Now, be it resolved by the members of the Blaine County Airport Commission, with the concurrence of the City Council of the City of Harlem, that the airport at Harlem, Montana, be and the same is hereby named the "Riggin Memorial Airport of Harlem", as a memorial to Guy Riggin and as a tribute to his interest and efforts in behalf of aviation.

Be it further resolved that copies of this resolution be sent to Mrs. Guy Riggin, to the City of Harlem, and to the Montana Aeronautics Commission.

Dated this 13th day of October, 1965.

Blaine County Airport Commission
By Chauncey Flynn, Chairman
Attest: B. W. Thomas, Secretary.

Dear Sirs:

We have just recently completed a paving job on the strip which is now 35' x 3400', with taxi-ways to the tie down area, pumps and hangers.

This work was accomplished with



Bridger Airport

the use of County equipment and a lot of hard work by our Mayor, Mr. Ralph Johnson. I am enclosing a picture of the work we have done.

Yours Truly,
Manager, Bridger Airport
Gordon A. Andersen



November 10, Helena—Montana Aeronautics Commission monthly meeting.

November 12 & 13, Calgary, Alberta—Alberta Aviation Council.

November 14 - 19, Oklahoma City, Okla.—FAA National Aviation Systems Course.

November 15, 16 & 17, Oklahoma City, Oklahoma—Flight Seminar for Youth.

November 16, Kansas City, Mo.—FAA Central Region State Director's meeting.

November 28, Helena—Registration for Aviation Mechanics Refresher Seminar.

November 29, Helena—Aviation Mechanics Refresher Seminar starting day.

December 7 - 10—Atlanta, Georgia—National Aviation Trades Association annual convention.

December 31—Closing date for the Annual FAA Mechanics Safety Award Program for 1965.

"PART 298 - CLASSIFICATION AND EXEMPTION OF AIR TAXI OPERATORS"

**Use of Aircraft With A Maximum
Certificated Takeoff Weight Of Over
12,500 Pounds When The Maximum
Passenger Capacity Thereof Does
Not Exceed Twelve (12) Persons**

(Notice of Proposed Rule Making)

Notice is hereby given that the Civil Aeronautics Board has under consideration a proposed amendment of Part 298 of its Economic Regulations to permit air taxi operators to use aircraft have a maximum certificated takeoff weight of over 12,500 pounds and less than 25,000 pounds, provided that the maximum passenger capacity thereof does not exceed twelve (12) persons.

The basis for the proposed amendment is discussed in the Explanatory Statement. The amendment is proposed under the authority of sections 204 and 416 of the Federal Aviation Act of 1958 (72 Stat. 743, 771; 49 U.S.C. 1324, 1386.).

Interested persons may participate in the proposed rule making through submission of ten (10) copies of written data, views or arguments pertaining thereto, addressed to the Docket Section, Civil Aeronautics Board, Washington, D.C. 20428. All relevant matter in communications received on or before November 8, 1965, will be considered by the Board. Copies of all such communications will be available for examination by interested persons in the

Docket Section of the Board, Room 710, Universal Building, 1825 Connecticut Avenue, N.W., Washington, D.C., upon receipt thereof.

(By the Civil Aeronautics Board)

EXPLANATORY STATEMENT

Since the promulgation of the exemption for air taxi operators in 1952 (14 CFR Part 298), Air taxi operators have been authorized to utilize aircraft having a maximum takeoff weight not in excess of 12,500 pounds with no limitation on the passenger load capacity. When first promulgated, this aircraft weight limitation adequately met the needs of the air taxi industry since less than 10 percent of the air taxi operators then used aircraft having a maximum takeoff weight of more than 6,000 pounds. In the few instances where larger aircraft were required to meet unique or special conditions, the Board has exempted air taxi operators from the weight limitations of Part 298.

It now appears that a number of small jet aircraft have been certificated by the Federal Aviation Agency for air operations within the United States and could be made available for use by air taxi operators, but for the maximum gross-weight of aircraft limitation in Part 298. A table of some of these jet aircraft appears below:

Name of aircraft:	Max. gross takeoff wt. (lbs.)	Passenger capacity (number)
Lear Jet 23	12,500	6
Aero Commander 1121	16,800	9
Hansa (German) (not yet certificated). Cer- tification program in progress	18,100	12
Sabreliner NA-265	18,650	7
Hawker - Siddeley HS- 125 (English)	20,500	8
Mystere 20 (French)	24,750	8-10

Although the above aircraft have a maximum gross takeoff weight of up to 24,750 pounds, it is significant that none has a capacity of more than 12 passengers and thus they appear suited for air taxi operations. However, except with respect to the Lear Jet 23, the air taxi operators are precluded from their use because of the weight limitations in Part 298.

The ratio of fuel weight to aircraft weight of the small jet aircraft is considerably greater than the ratio of fuel to aircraft weight of the piston-powered air taxi equipment.

The additional fuel load of the small jet aircraft increases the maximum gross takeoff weight without a like increase in payload potential.

The Board has heretofore noted that the air taxis have become an integral part of the national air transportation system. The trend toward greater use of air taxis by the traveling public can be traced, in part, to the increased speed in point-to-point jet travel offered by the scheduled carriers. In comparison with the greater speed of jet travel the airline passenger may find the slower means of surface transportation between major airports and the smaller communities to be both time-consuming and inconvenient. Thus, he may seek to fly all the way via a combination of scheduled route carrier and air taxi service. The traveler, particularly the business executive adjusted to the stepped-up pace of jet transportation, may also find the piston-powered air taxi equipment inadequate for his needs. Likewise, an individual or business firm may need to charter small fast aircraft with limited passenger capacity which are not now being used by any air carrier. Thus, there may well be a public need for the use of small jet aircraft by air taxi operators.

In order to maintain and develop a viable industry it is necessary to permit the air taxi operators to avail themselves of new developments in aircraft design and manufacture in their particular field. The utilization of new small jet aircraft appears to be a step forward in the growth and development of the air taxi industry, which will enable the operators to provide improved service to smaller communities throughout the nation.

We do not believe that the proposed rule would adversely affect the operations of the certificated route carriers. When the air taxi category was first established in 1952, the subsidized local service carriers were operating, almost exclusively, DC-3 aircraft weighing approximately 25,000 pounds. At that time the 12,500 pound limitation was considered necessary to minimize the effect of competition offered by the air taxis, since the maximum gross takeoff weight of an aircraft was considered a reliable index of its payload capacity. This criterion can no longer be relied upon in view of the greater fuel

requirement of the jets, which decreases considerably their payload capacity. Moreover, the local service carriers are gradually replacing their DC-3 fleets with faster and heavier equipment, including jets, weighing upwards of 35,700 pounds. Therefore, increasing the weight allowance under Part 298, as proposed herein, would not decrease the weight spread between "large" and "small" aircraft as provided for in current Part 298. Also, because of the nature of the equipment used, the air taxi operator does not pose a significant competitive threat to the certificated route operator. The small equipment which the air taxi operator uses is less attractive to the passenger and more expensive per seat mile to operate than the equipment used by the certificated route carrier. Thus, the cost of operation of these small aircraft would appear to preclude their being operated except at higher fares than those charged by the certificated route carriers.

In view of the above, the Board proposes a partial relaxation of the 12,500-pound maximum certificated takeoff weight limitation now found in Part 298. Thus, we would provide for an alternative definition of "large aircraft" applicable to turbo-jet aircraft in terms of maximum passenger load capacity with a maximum takeoff weight of less than 25,000 pounds. This would permit air taxi operators the option of using aircraft which have either (1) a gross maximum takeoff weight of not more than 12,500 pounds without limitations as to the payload capacity of the aircraft (the present rule); or (2) a maximum passenger capacity of not more than 12 persons with a limitation as to the maximum gross takeoff weight of the aircraft of 25,000 pound (the proposed rule).

Under Part 135 of the Federal Aviation Regulations (14 CFR Part 135), current safety regulations applicable to air taxi operators relate to aircraft with a maximum certificated takeoff weight of 12,500 pounds or under. In proposing to grant economic authority to air taxi operators to operate heavier aircraft, we do not, of course, deal with the question of what safety regulations should be applied. This is a matter for the Federal Aviation Agency to determine.

FEDERAL AVIATION AGENCY PERSONNEL PROMOTIONS

W. TANNER NAMED CHIEF BOZEMAN FSS

William H. Tanner recently took over the duties of Chief at the Galatin Field (Bozeman/Belgrade) Flight Service Station.



William Tanner

Mr. Tanner was born and raised in Illinois and served 2½ years in the United States Navy. Bill has been in aviation since 1941, received Civilian Pilot Training and was a civilian Instructor for Air Force Primary Flight School. He was employed by Fixed Base Operators for over 10 years before joining the Federal Aviation Agency. During the past 8 years, Bill has been stationed in Flight Service Stations in Grand Island, Nebraska and Lafayette, Indiana. He has completed FAA specialized courses in Management for Supervisors, Briefing and Effective Writing.

Bill presently holds a Commercial License with Flight and Ground Instructor and Instrument ratings.

Bill, wife Dorothy, son Bill and daughter Cathy Ann reside at 512 South 14th in Bozeman.

DAVID R. DYRSTAD ASSIGNED TO HELENA OFFICE

David R. Dyrstad assumed his new position as Airport Engineer in the District Airport Engineering Office in Helena on October 1st.

Dave was born and attended schools in Glenwood, Minnesota. He attended the University of Minnesota and Michigan State University.



Dave Dyrstad

From 1961 to 1963 Dave was employed as civil engineer in the I&M Division of the Federal Aviation Agency Regional Office, Kansas City. From October 1963 to October 1965 he was Airport Office Engineer in the FAA District Office of Lansing, Michigan.

Dave holds an EIT certificate in the state of Minnesota and is a member of the National Society of Professional Engineers.

Dave, wife Sandra and infant daughter Karyn Anne, reside at 421½ North Ewing, Helena.

HERMAN BLISS TO REGION OFFICE

Herman Bliss employed as Airport Engineer in the District Airport Engineers office in Helena since 1958, left Helena on October 6th for Kansas City.



Herm Bliss

Herman, born in Illinois attended high school at Worden, Montana and college at Montana State, Bozeman.

From 1951 through 1953 he was a naval architect for the San Fran-

cisco Naval Ship Yard and Project Engineer in the City Engineer Office in Billings, Montana. Herm then went into military service and was stationed in Japan and Korea with the U.S. Army Corps of Engineers.

In 1955 Herm returned to Montana as Project Engineer and pilot for the Associated Engineers in Billings until joining the District Office of the FAA in Helena in 1958.

Herm is a rated army aviator with the Montana National Guard and attended Advanced Aviation Fixed Wing and Instrument School in 1963. He is a Registered Professional Engineer for Montana and Idaho and a member of the American Society of Civil Engineers.

With his parents, Mr. and Mrs. A. E. Seamans living in Ballantine and Herms interests in fishing and boating, we hope he will visit Montana often.

KEITH M. WATKINS TRANSFERRED TO SALT LAKE

Keith M. Watkins, Program Officer with the FAA District Engineers Office in Helena for the past 2½ years will assume his new position in the FAA Area Office in Salt Lake City the latter part of October.



Keith Watkins

Keith, born in the state of Washington, attended Multnomah College, Portland, Oregon and Oregon State College. He served 15 months in active duty with the Air Force during the Korean Conflict. From 1953-1958 Keith was employed by the Right of Way Department of the Washington State Highway Department. For two and one half years he was Chief Review Appraiser for the Alaskan Department of Public Works. He then became Chief Ap-

praiser for the Great Falls Real Estate Field Office for the United States Corps of Army Engineers acquiring land interests for the Minute Man Missile Complex in the state of Montana. He joined the staff in the FAA Helena office in July 1963.

Keith, wife Ruth, daughter Rhonda and son Loran leave Helena with the very best wishes of their many friends.

1965 FLIGHT SEMINAR FOR YOUTH

Thirty Four High School Juniors and Seniors from Montana have entered the 1965 Flight Seminar for Youth competition. The Flight Youth Seminar, sponsored by the Montana Aeronautics Commission, is a national program to encourage outstanding high school leaders to explore opportunities in the field of aviation. The contestants are chosen from class presidents and student council presidents. The top eight students, making the best score on the test given October 11 through the 15th, win a trip to Helena on October 30th where each will be interviewed and the two winners will be selected as Montana's '65 delegates. The program will be held in Oklahoma City on November 15, 16 and 17 where the winning contestants from all over the United States will tour the Federal Aviation Center and Academy, the Aero Commander factory, Tinker Air Force Base and the Cowboy Hall of Fame. Included in the trip will be a visit with Oklahoma's Governor, Bellmon.

One interesting note is that both 1965 winners have very actively continued their aviation interests, Victor Kiesling, Jr. of Helena holds a student pilot certificate and Joyce Gertzen of Cut Bank recently obtained her Private License.

PILOTS, FIXED BASE OPERATORS AND AIRCRAFT OWNERS

Remember, December 31st is the deadline for making recommendations for the FAA Aviation Mechanic Safety Award. Many more recommendations are needed from Montana. Assist in giving the much deserved recognition to our Montana aviation mechanics.

SEND IN YOUR RECOMMENDATION NOW!

BILLINGS — GREAT FALLS RECEIVE NW JET SERVICE



The 727

Seating capacity: 24 first class—69 tourist. Length: 133 ft. 2 inches. Height to top of tail: 34 ft. Wingspan: 108 ft. Wing area: 1,650 sq. ft. Cruising speed: 607 m.p.h. Cruising altitude: 42,000 ft. maximum.

Northwest Orient Airlines brought the jet age to Montana on a daily basis starting October 31st. Billings and Great Falls will receive the scheduled service linking the Pacific Northwest cities with Minneapolis-St. Paul and points East. The new Boeing 727 schedule will be the first jet service in history to and from Great Falls, Billings and Bismarck as well as to Rochester, Minnesota.

MONTANA SCHEDULE

Eastbound Flight 52 — (From Seattle-Tacoma, Spokane) Arrives in Great Falls at 11:28 A.M. Departs 11:50.

Arrives in Billings 12:23 P.M. Departs 12:50.

Westbound Flight 21 — Will arrive Billings 1:27 P.M. Depart 2:00 P.M.

Arrives in Great Falls 2:40 P.M. Departs 3:00 P.M.

The flight will terminate in Portland at 4:15 P.M. Total flying time Billings to Portland in the 727 will be 2 hours 26 minutes!

John Bower, Montana Sales Manager for Northwest announced that the company is gratified that its record of pioneering airlines service in the treasure state since the early 1930's will be continued by the inauguration of Montana's first scheduled jet service.



FEDERAL AVIATION AGENCY ITINERARY LISTING

Airport	Nov.	Dec.
Bozeman (Gallatin Field)		16
Culbertson		1
Glasgow	17	
Glendive		15
Great Falls (International)	4	9
Lewistown		22
Miles City (Municipal)	24	
Missoula	18	22
Sidney	10	

Note: Provisions have been made to give private pilot written examinations ON AN APPOINTMENT BASIS ONLY at the following FAA Flight Service Stations:

Bozeman	Lewistown
Butte	Livingston
Cut Bank	Miles City
Dillon	Missoula



TOWER

OPERATIONS

September, 1965

	Total Operations	Instrument Operations
Billings	8,009	1,334
Great Falls	7,063	990
Missoula	4,364	337
Helena	3,292	241

FOR SALE: Stinson 108-3 Station Wagon—12 channel VHT-3—Beautiful white and green acrylic paint—Loaded—This Airplane has everything—A very clean well equipped Stinson in perfect condition—Contact: J. V. Pauley, Miles City, Montana—Phone: 232-2022.

WANTED: Cessna 140, fabric or metal wing, low time 90 HP, VHF, fresh license delivered. Contact: Royal Turley, Three Forks, Montana. Phone 285-3510.

CONGRATULATIONS



CERTIFICATES ISSUED RECENTLY TO MONTANA FLYERS STUDENTS

Dupay, William L. — Minneapolis, Minn.
Moore, Ronald A. — Miles City
Dawson, Donald E. — Kaycee, Wyo.
Anderson, Richard L. — Lewistown
Ditzel, David B. — Libby
Williams, Daniel J. — Billings
Love, William K. — Buffalo, Wyo.
Gordon, Tom F. — Miles City
Wallace, Otis L. — Powderville
Cook, Richard J. — Glendive
Keilman, Harold J. — Miles City
Miller, Frank G. — Billings
Frazee, Ronald L. — Billings
Neff, Taylor S. — Lewistown
Wilson, Howard L. — Miles City
Lutton, Gerald W. — Hardin
White, Richard B. — Glasgow
Foeste, William J. — Billings
Hassler, Frederick C. — Lewistown
Feller, Raymond D. — Miles City
Kautzmann, Eugene G. — Ekalaka
Boles, Jeffrey S. — Hardin
Wuscher, Ralph F. — Seattle, Wash.
Johnson, Richard W. — Glendive
Totten, Joe B. — Billings
Storh, Walter L. — Opheim
Greenough, Wm. Jr. — Bridger
McC Campbell, John D. — Billings
Clawson, Joseph P. — Billings
Podmore, Phylliss Jo Anne — Helena
Jermunson, Urbin Garfield — Brady
Sebesta, Willie Tom — Great Falls
Prince, Conna Alton — Amarillo, Tex.
Cullen, Jack Thomas — Butte
Teachout, Donald Hugh Jr. — Bozeman
Lindquest, Edward Lee — Hamilton
Smith, David Charles — Missoula
Hansen, Eric Stephen — Missoula
Sandford, Charles Franklin — Missoula
Hazelhurst, Wm. Henry — Great Falls
Schuett, Michael Norman — Great Falls
Schwenk, Jan Reynard — Great Falls
Ness, Grace Irene — Rudyard
Smith, Douglas George — Bozeman
Abell, Terry Leroy — Shelby
Clough, Charles Richard — Choteau
Schuler, Donald William — Belgrade
Polimsky, Frank Howard, Thompson Falls

Loranger, Donald Eugene Jr. — Havre
Rice, Dan Eugene — Missoula
Howard, Calvin Lawrence — Thompson Falls
Tipp, Raymone Phillip — Missoula
Hatten, Daryl Oran — Thompson Falls
Myers, William Lee — Missoula
Kvamme, James Lee — Missoula
Perry, Susan Kathryn — Kalispell
Swan, James William — Butte
Baldwin, Ann Landry — Kalispell
Bolin, Michael Edward — Absarokee
Gregoire, Marvin George — Great Falls
Fisher, David — Saco
Haver, Dale Harry — Whitehouse, N.J.
Pompper, Lynwood Dale, Bridgeton, N.J.
Tuomi, Jay Arthur — Augusta
Combs, Thomas Gary — Bozeman
Gray, Leroy Clayton — Great Falls
Stein, Ronald Eugene — Roberts
Wytenbach, Barry Dean — Glendale, Arizona
Wilson, John Walter — Alzada
Buckley, Richard Hampden — Bozeman
Gilleland, Willis Ray — Bozeman
Stallard, Berl Eugene — Missoula
Nelson, John William — Missoula
Coon III, Lionel David — Billings
Bennett, Stephen Laurence — Caribou, Maine
Sharbono, Delbert Darwin — Helena
Vietor, William Potter — Philipsburg
Smith, Benjamin Dale — Marana, Arizona
Harrison, Jack Douglas — Great Falls
Reely, John L. — Missoula

PRIVATE

Edlund, Dale Laverne — Billings
Anderson, Allan S. — Billings
Burnside, Kenneth O. — Billings
Orley, Joan M. — Lewistown
Moran, Chester F. — Columbus
Witte, Edith E. — Germany
Heyn, Charles A. — Billings
Baccari, Larry D. — Billings
Henman, Vincent E. — Billings
Albrecht, Thomas C. — Billings
Chambers, Jerome B. — Billings
Koeller, Ivan J. — Billings
Gilskey, Dennis A. — Billings
Karch, Jr. John — Baker
Openshaw, Carl E. — Billings
Riemann, Dormann D. — Glendive
Schlagel, Gerald D. — Froid
Haverlandt, Ronald O. — Miles City
Lebsack, Gerald L. — Missoula
Rankin, David Eugene — Missoula
Steffeck, James Alexander — Helena
Wegner, Robert Wm. — Helena
Rothwell, Ella B. — Great Falls

Baaron, Gary Raymond — Great Falls
Hornstein, Charles Lee Jr. — Missoula
Kunkel, Robert William — Anaconda
Petersen, Kenneth Clark — Missoula
Bonham, Charles Oliver — Drummond
Krieg, Frank Elmer — Philipsburg
Voker, Jesse Vern — Great Falls

ADVANCED OR SPECIALIZED

Schendel, Dale W. — Missoula
Ryan, Robert V. — Weaverville, Calif.
Dieckmann, Fred H. — Glasgow
Bassett, Wilmer T. — Lowell, Wyo.
Anderson, Allan S. — Billings
Peikert, John H. — Billings
Erickson, Kenneth A. — Newcastle, Wyo.
Clark, Edwin O. — Billings
Roberts, Lewis H. — Huntley
Nelson, Jon C. — Wenatchee, Wash.
Rounce, Ronald W. — Sidney
Daniel, Arthur D. — Billings
Combs, Harry B. III — Billings
Droste, Leonard H. — Billings
Knutson, George R. — Billings
Thompson, Thomas A. — Beach, N.D.
Brooks, Gary F. — Moose Jaw, Sask.
Stothard, James L. — Moose Jaw, Sask.
Bentzen, Sterling R. — Hettinger, N.D.
Rubin, Harold A. — Flaxville
Gregory, Glen C. — Big Timber
Mohler, Frank L. III — Cantonville, Md.
Brown, Roy F. — Glasgow
Anderson, Allan S. — Billings
Heard, Reginald K. — Moose Jaw, Sask.
McCann, Joseph P. — Nutley, N.J.
Fuher, Thomason H. — Livingston
Hagas, David Wm. — Missoula
Howell, William Joseph — Missoula
Chase, John Allan — Butte
Marshall, John W. Jr. — Missoula
Komberec, Richard Charles — Drummond.

"FAA PROPOSES TO EASE VISUAL REQUIREMENTS"

Visual requirements for first and second class airman medical certificates would be lowered from 20/50 in each eye before correction to 20/100, under a new rule proposed by the Federal Aviation Agency.

Applicants for either a first or second class medical certificate still would be required to have corrected vision of 20/20 or better in each eye, however. A first class medical certificate is required for an air transport pilot rating and a second class certificate for a commercial pilot license.

The current standard for distant

visual acuity has remained unchanged since 1938, despite significant advances in the design and performance of aircraft and in the operating environment. Modern aids to navigation, for example, make near-perfect distant visual acuity less critical.

Past experience with applicants for first and second class medical certificates also supports the case for new standards. FAA presently permits persons with uncorrected distant visual acuity of less than 20/50 to take special tests to qualify for these certificates. The great majority are successful and are issued certificates on an individual basis.

The proposed new rule would relieve both FAA and applicants for medical certificates of the burden of special testing. It also would bring the distant visual acuity standard in line with current operating conditions. The proposed rule also brings the FAA standards on visual acuity

into line with the standards specified by the International Civil Aviation Organization.

Comments on the proposed rule (Notice 65-22) will be accepted by FAA through October 14. Communications, in duplicate, should be addressed to Rules Docket, Office of General Counsel, Federal Aviation Agency, 800 Independence Avenue, S.W., Washington D.C. 20553.

FOR SALE: Four Piper PA-18 airplanes. 150 h.p. engines, total time between 150 and 1500 hrs. Priced for immediate sale. Will take trades. Contact: Walt Huffman, Big Timber, Montana.

FOR SALE: 1959 Cessna Sky-Lane—a beauty —Priced at only \$11,500. Contact: Walt Huffman, Big Timber, Montana.

FOR SALE: PA-12—115 Lycoming—VHF. Licensed to March, 1966. Contact: Merritt Smith, White Sulphur Springs.

FOR SALE: Aeronca—7AC—New Engine—Real Clean. Contact: Evald Larsen. Phone 765-1130, Plentywood, Montana.

FOR SALE: 1948 Stinson 108-3 Station Wagon —165 h.p.—250 SMOH—Full Panel—New Rubber—VHT-3—Write G. E. Strong, P. O. Box 2602, Great Falls, Phone 454-1057 or 453-2519.

MAC ANNOUNCES NEW AERONAUTICAL CHART



**LOOK FOR THE SKY BLUE CHART
RETAIL PRICE \$1.00**

MEMBER

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PURPOSE:—"To foster aviation as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."

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